

JANUARY 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

Nick Maravell (FCA #5455) of Greenlawn, New York joined the Falcon Club of America in the early '90s. He has now had his Falcon for almost thirty years. His 1963 Tudor graces our first all online magazine cover.



He sent us a great idea last year, which has been made possible with our new online edition. He suggested we print a Falcon calendar in the magazine. While that may not have been possible at the time, we've modified his suggestion and are introducing a downloadable Falcon calendar page. The calendar will be on the last page of the magazine file. It is a full 8.5" x 11" page and will include the Falcon News cover car, monthly calendar, holidays, and any official club related dates and reminders as they become available. Thanks Nick for a great idea!

Please note the magazine is not in a horizontal format for ease of reading on your phones or iPads, as well as on a desktop computer. We welcome all your comments and suggestions. Please send them to editor@falconclub.com. Don't forget to send your articles and photos as well. We are currently running low on future content.

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered only digitally, it is essential that we have current email information for you to receive a link to each issue. Please be patient as we work out the kinks of this new delivery method. The link on the website at falconclub.com which is password protected will continue to be available. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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To access the
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use password FCA1979!



Jim Guthrie
FCA President

It is a new year and a new opportunity to get a fresh start on all things Falcon related. I need to start by reminding you to make certain we have a current e-mail address for you, if not, please email the Membership Secretary at membership@falconclub.com. Same goes for your current home address and phone numbers.

I am hearing some rumblings about a regional this spring. I hope that the health experts agree that we may begin to assemble in the usual manner, and of course the National Meet in Irving, Texas, July 7 through 10, will be a don't miss event.

On another matter, I am receiving phone calls and emails from many of you about conversion of The National Falcon News to an e-magazine, some positive, and some not so much. I want to thank those who have contacted me and encourage everyone to give this effort a try. If you do have comments or suggestions, I'd appreciate an email if possible so that I can keep and share them. If you include a phone number I will call you as well. In any case, I plan to report on this issue at the July Business Meeting during the National Meet.

We are looking for a Recording Secretary to fill the current vacancy. Please consider this opportunity to assist the club. If you are interested, please let me know. The duties are spelled out in the sidebar.

It is a new year and a new opportunity to get together and share our love for the Falcon and the Falcon family. If your chapter is considering hosting an event, let me know what you need to make it happen. We have a lot of experience and knowledge to share in this club. If you need technical information about your car, check the technical listings on the website at falconclub.com under Our Club or Our Cars.

Until we are together again, be healthy, be safe, and weather permitting, get that Falcon or Ranchero out on the road.

Happy New Year.

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The duties as spelled out in our By-Laws:

Recording Secretary

- Reports minutes of Business meeting to the general membership by sending a copy to the Editor for publication in October.
- Reports minutes of the Officers' meeting to Board members and officers.
- Corresponds with FCA membership concerning FCA matters.
- Maintains FCA files.
- Notifies chapter executives if members are not on the FCA roster.
- With the help of the Membership Secretary, maintains a current club roster and keeps a record of past membership.
- Maintains the FCA chapter roster and sends a copy to the Newsletter editor and the Chapter Coordinator for publication every November and April.

DONNA & JAKE'S 1963 "SWEETHEART"

ARTICLE ORIGINALLY PUBLISHED IN NORTHEAST CHAPTER'S *THE FALCON TIMES*



Earlier in the year, this spotlight article ran in the Northeast Chapter's newsletter, *The Falcon Times*. Donna Walker and Jake Testa shared some of the background details on their 1963 Falcon convertible. The photo story takes it through the Falcon's transformation—from its purchase, renovation, inside and outside.

Donna purchased the car in 2009 so she and Jake could do a project together. The car sat dormant for at least six years before Jake started working on it. They stripped the car down, which didn't take much, removed the motor, and started the body work. It was painted a pearl white by a friend and there it stayed for another four years. Donna called it her "little sweetheart," hence the hearts.

Donna's goal was to finish it so she could show it at some car shows. At the nine-year point and with some influence from Falcon Club friends—Stan, Rick, and Mike—it is now 80% complete. We hope to see you at one of the 2021 shows!



Donna shows us the new interior

SWEETHEART'S REBUILD

- car purchased in 2009 from brother-in-law
- bartered for a junked 1963 Falcon for parts
- purchased an additional parts Falcon in Massachusetts
- purchased seats through another of Jake's friends
- ordered what could not be bartered or traded for
- body work and paint purchased from local craftsmen



Original floor, seats removed



As purchased in 2009



Jake supervising Rick's wiring



Fender and frame work



Time to paint work



Sweetheart's power plant

CONVERTIBLE TOP REPLACEMENT

BY DICK HARRINGTON



*1963 Ford Falcon
Sprint in need of
a new top*

Step 1: Align the doors

The first adjustments are the doors. The doors need to have a parallel gap and align flush with the rear quarter panel. Masking tape is used to create reference points.

Step 2: Align the door windows

The top of the door glass should be parallel to the door sill. On a Falcon convertible door glass, the window has a slight curve at the rear edge so take your measurements just ahead of the curve. Adjusting the door glass stops aligns the door glass with the convertible top frame. The door glass will also adjust in and out at the top by moving the window guide track at its base (below the door striker).

Step 3: Align the quarter glass

The quarter glass needs to be parallel and flush with the door glass, as well as parallel to the rear quarter panel. There are eight adjustment points on a Falcon quarter window, a change to one of the eight adjustments often affects the other adjustments. Removal of the rear seat and quarter panel trim is necessary to reach the adjusting points. Comparison measurements were made side to side for equal height between top window and top of door.

Step 4: Square the convertible top frame

The convertible top frame has numerous adjustments. The top frame:

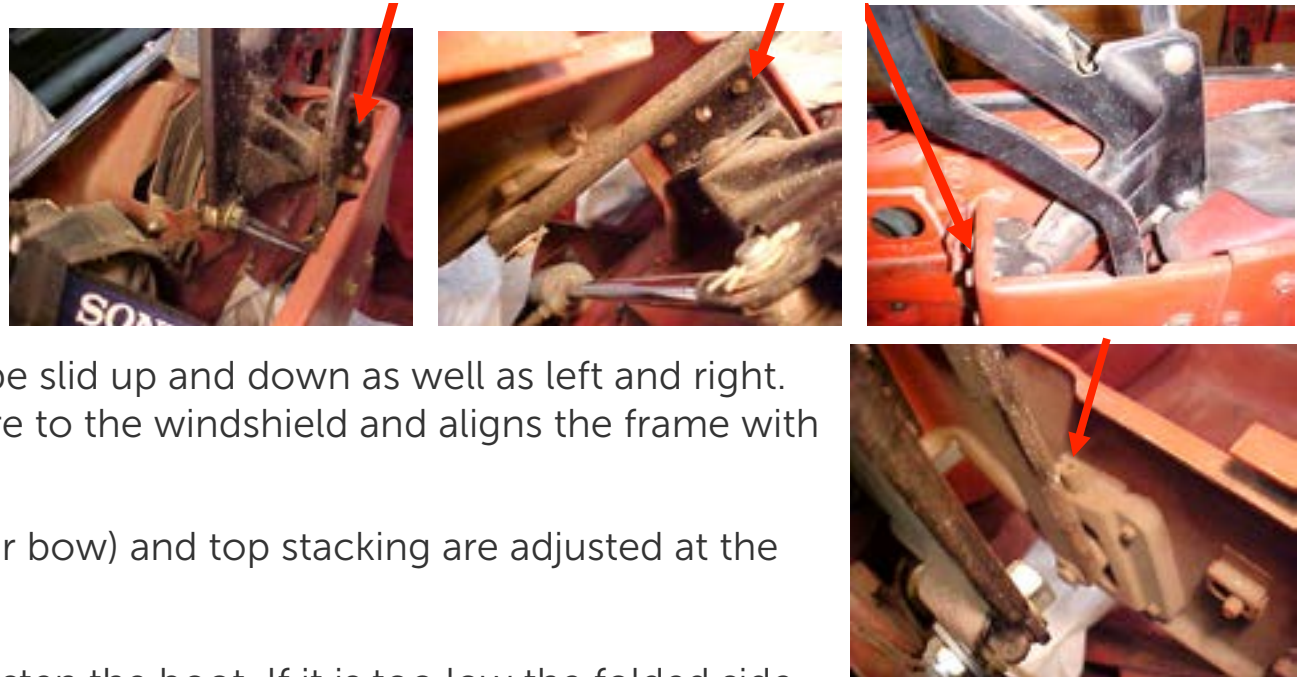
- has to meet the windshield so the latches align (left to right) and the top pins engage the sockets
- has to be square to the chassis, basically the frame sits over each door equally
- has to be the correct height over the side glass.
- has to be level over the door windows, referred to as side rail sag
- has to compactly stack in the well with the top down (so the top boot will snap in place).



Frame with a positive sag (up)



If you expect to have a near perfect convertible top, it is imperative that the convertible frame is adjusted correctly. Trust me, this is the hardest part of a good installation. There are numerous adjustments and each adjustment has an affect on other adjustments. The three photos show the bracket that attaches the top frame to the chassis. The bracket can be slid up and down as well as left and right. Correct adjustment places the top frame square to the windshield and aligns the frame with the top of the side glass.



Side rail sag (the first joint after the front header bow) and top stacking are adjusted at the balance link adjusting screw and bracket.

If the top stack is too high it will be difficult to fasten the boot. If it is too low the folded side rails may pinch the top material. The bracket is adjusted by loosening the four bolts and sliding forward to lower the top stack or raising the top stack by sliding rearward.

Side rail sag (or crowning) is adjusted by turning the balance link set screw down to raise the side rails or turning up to reduce crown.

Step 5: Removal of the old top

- The top frame adjustments can be made with the old top in place. It may create wrinkles in the old top but better to have a properly adjusted top frame and wrinkles in the old top than a new top that has an improperly adjusted frame. If the top is to be self installed, removal before adjusting the top frame eases the adjustment process.
- Before removing the old top, measure and record the spacing between the four top bows. Also measure the distance from the center of bow four down to the center of snap on the trunk deck. Save the old top and pads for reference.
- Removal of the old top requires that the well liner be removed to access the tacking strips. On a Falcon there are three tacking strips at the belt line, a curved one at each side and a longer semi-straight one at the rear. The tacking strips are held in place with bolts that secure the tacking strips to the rear quarters and the trunk deck. The bolts also are designed to be adjustable to tension the convertible top. Remove the bolts and the tack strips will hang free.

- The rear most bow has a trim piece (referred to as a wire-on) stapled across the top. If it is an original wire-on, it is plastic and has a removable center strip that covers the staples. A replacement wire on is similar to the top material and is stapled in place and folded over the staples. Remove the staples (a small screw driver works well) and the metal clip at each end.
- Bow two and three have a metal bar that is slid into a pocket, on the underside, of the convertible top. They are held in place by screws. Removal of the screws will free the metal bar from the bows.
- Removal of the top from the front bow (number one) requires lowering the top (midway works also). There are two metal weather-strip retainers held on by sheet metal screws, remove the screws, metal retainers and weather-strip. Access to the staples that fasten wind seal and the top to the front bow can now be removed.
- There are three pieces of weather-strip on each side fastened to the side rails. The front piece is held on with sheet metal screws on the underside of the header bow and with nuts and bolts to the front side rail. The center and rear weather-strip are held on with nuts and bolts. The weather-strip is also installed with strip-caulk so some gentle prying with a plastic trim tool may be necessary.
- The convertible top has a flap at the front and rear on both sides that is glued to the side rails (between the weather-strip and the side rails). There is also a rear flap that has a screw fastened at the back side of the rear side rail.
- Once all the staples and screws are removed the old convertible top can be removed.
- Remove the staples that hold the outside tacking strips to the top.
- Remove the staples that fasten the upper portion of the rear window to bow four. Remove the staples that hold the rear window to the center tacking strip.
- Remove the staples holding convertible top pads and the screws that hold the elastic cords that run through the top pads.

At this point, the top frame should be bare. This is a good time to clean, repair, paint and lubricate the frame.

Step 6: Well liner installation

- If the well liner needs replacing, now is a good time to install a new one. With the top removed there is plenty of light and head room. This 55-year-old original well liner is stained and torn at the corners.
- The well liner is held in place by the boot snaps at the seat back and by metal channels that slide on to the boot that then snap on to the three rear tacking strips. Two metal rods slip in pockets sewn in at the bottom of the liner. One rod clips on behind the seat and the other rod is tension with springs that pull it towards the trunk lid hinges.



These photos show the rod tension spring, the rod and pocket and the metal channel with the tacking strip in the background.

Always mark your centers when installing the top and well liners. Note the small factory 'V' cutout in the well liner marking its center. Use masking tape for center marks when not wanting to damage the surface. A tri-square worked well for pushing the channel on to the tacking strip. The adjustable bracket pictured is what retains the pocket rod behind the back seat.

The new well liner is prepped for installation, the metal rods are inserted in the pockets and the metal channels are slipped on to the welting. Placing the liner in the sun makes sliding the channels on easier as well as removing the wrinkles from packaging.



Step 7: Install the top pads

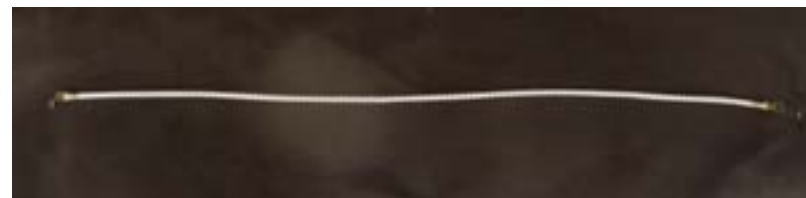
- Top pad installation is critical to the spacing of the bows. Use the measurements taken (before removal of the old top) as well as the old pads as a reference to insure the bows are correctly spaced.



The top pads are fastened to the four bows with stainless-steel $\frac{1}{2}$ " staples. Tape covers the staple as extra protection against rust stains getting to the new top. The top pads will need to be trimmed to length after they are installed. Note the one screw used at the front bow. Use spring clamps to temporarily hold the pad to confirm measurements.



There is an elastic cord (bungee) that runs just above the door windows. The purpose is to keep the pad tight to the top frame to prevent wind and rain from entering. The top pad should have a pocket sewn on it for the cord to run through. The brass end clips were salvaged from the original cords.



Step 8: Install the rear window

The window was placed on a bed to allow the packaging folds to settle out. The window is stapled to the center tacking strip, the center tacking strip is temporarily bolted to the rear deck and then the window is temporarily clamped to the rear bow.



The window has to be aligned at the top bow so the new top will cover the zipper. The window bottom is stapled so when the tacking strip is bolted to the rear deck it pulls the window tight. There is some adjustment with the bolts that hold the tacking strip. If the bolts bottom out, the staples, at the tacking strip, will need to be removed. The window shorten and then re-stapled.

It is easier to attach the tacking strip with a longer bolt with nut. Once satisfied with the fit remove the long bolt and replace with the original bolt one at a time.

When satisfied with the window fit, protect the window from scratches until finished with the top installation.



Step 9: Prepare the top for installation

Measure and mark the centerline of the front and rear bows. The top will also require marks at the center line. The top has seams that run parallel to each side, measure between the seams to find the centers.

The top attaches to bows 2 & 3 with canvas covered flat bars that slide into pockets that are heat welded to the inside of the top.

The bars are slipped into the pockets. Masking tape was used to temporarily keep the bar and canvas aligned.



Step 10: Place the top on the frame

Lay the top over the frame and align the center line marks. There are small slits at each side of the top canvas that locates over the rear bow.



There are flaps (front and rear) that hold the top to the frame above the side windows. The flaps will eventually be glued to the top frame. The top to window frame weatherstrip will be bolted on sandwiching the top canvas in-between.



The flat bars are fastened to bows 2 & 3 with screws. Be sure that the top is centered on the bows and the bows are the correct distance apart.



Step 11: Staple the top to the rear bow

Before placing any staples, be sure that the top is center on the top frame. The Top is stapled to the rear bow, starting in the center and working to the outside. Work one side at a time.



Step 12: Attach rear quarter

Work one quarter at a time stapled the top to the outer tacking strip (do not confuse left and right strips). Once the top is stapled to the tacking strip, bolt the tacking strip to the rear quarter. The bolting arrangement for the tacking strips allows for adjustment. The bolts do not pull the tacking strip tight to the quarter panel. If the bolts bottom out against the quarter, you will probably have to re-staple the top so when tightening the bolts all the wrinkles are stretched out.



Where the top staples to the tacking strip, holes will have to be cut for the tacking strip attaching screws to pass through. If look closely at the top you will see a small hole that was placed by the top manufacturer. A series of these holes indicate approximately where the top should be fastened to the tacking strip.



Glue the rear quarter flaps to the top frame. I also used bolts and fender washers to temporarily assist in holding the top in place, latter to be replaced by the weatherstrip bolts.



Step 13: Front Bow

The top has to be stretched to get the wrinkles out. Raise the top frame and clamp the top to the bow. Lower the top frame and check for wrinkles, be sure that the top is centered. Make sure that the top latches engage the windshield header. If the side flaps do not align side to side reposition before stapling the top to the front bow. This step may take several attempts to get the desired fit.



Stapling the top to the front bow presents some challenges at the corners. Wrapping around the edges requires some tucks. It may require stapling and unstapling searching for the perfect fit.

The wind seal is glued and stapled to the underside of the header bow. Use scraps of heavy paper/light cardboard to prevent glue overspray from getting on the finished top.



The header bow to windshield header weather-stripping is fastened to the underside of the bow with two metal retainer strips and sheet metal screws. The front bow weather-strip is retained by two metal strips and screws.



Step 14: Details

There is a screw that attaches the rear quarter window inner flap to the top frame just behind the rear side window. Left photo is the top of the flap, the right photo is the bottom.



Step 15: Wire-on

The wire-on is stapled to the top of the rear bow to cover up the exposed staples. The original Falcon wire-on was a two piece extruded plastic. The first piece is stapled in place and the second piece is snapped in to the channel. Each end of the wire-on gets a stainless steel cap that is held by one screw.



There is a specific location for the screw in the side of the rear bow. The typical wire-on supplied, with the top, is fabric/wire reinforced strip that staples on and then folded over on itself to cover the staples.



Step 16: Window to Top Weatherstrip

There are seven pieces of weather-strip, one that seals the front bow to the windshield header and six (three on each side) that seal the side glass to the top. The center side and rear most weather-strips are retained by specialized nuts and bolts that are installed in elongated holes in the top frame that allow for adjustment to meet the side glass. Strip caulk is placed between the weatherstrips and the top frame. The front-side weatherstrip is held by two sheet metal screws on the underside of the front bow and by nuts and bolts.





Finished Product

Some small wrinkles are common, a little time setting in the sun will shrink the top and hopefully all those wrinkles will vanish.



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georgia.hicks@sbcglobal.net
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Kevin Bice
702 Barton Blvd.,
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hub@capitalcityfalcons.com
512-879-1653
Meet third Saturday monthly; time and location vary.
Contact garybrubaker@hotmail.com or call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Ryan Murphy
307 W. Locust
Whitewright, TX 75491
940-300-3788
ryan_murphy_1981@yahoo.com
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jordanmixon@hotmail.com
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FALCONS FOR SALE

1960 Ranchero. Fully restored with floor mounted Hurst three-speed. Has 200 six-cylinder. Custom teak bed and tailgate. Vehicle comes with too many items to list. Included, is a mid-'80s FI 302 with AOD transmission that had low miles and was running when removed from a Thunderbird. \$15,000 firm. Contact Jon, 561-301-0659. 201221



1963 Futura Hardtop V-8, body 63B (two of 6,400 total production). Two project cars, both virtually complete and nearly identical except color. Rose Beige car purchased new. White car purchased in Colorado. Both stored in heated garage for 25 years but not touched. Each has rust. Sold as a pair, \$2500. West Minneapolis area. Jim, 763-559-6380. 210199

1963 Falcon Futura, body 63C, factory V-8, four-speed, vinyl roof, very solid, California car that needs total restoration, \$2,500. For more information, call Dan at 906-439-5380. MI. 201120



1964 Ford Falcon Sprint. Engine is a 289/two-barrel, four-speed transmission, with 03732 miles on it. \$16,000. John E. Degelbeck, 801-253-7687 (note this is a land line; no texting). Located in South Jordan, UT. 201207



1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 201220



1965 Falcon Station Wagon, semi-satin black with red side stripes and red louvres on hood. 289 C4 transmission, 9" rear end with 3.00 new pumpkin and 31 spline axles. 289 is rebuilt with Edelbrock heads, comp cans cam and valve train. Holly Avenger carb. One wire alternator electric fan, front disc brakes with booster, stops great. runs excellent, newer carpet and mats. Has real gauges. \$15,000. Call or email for more details. Nice car. I'm 84 years old and need to sell! Leon Torgerson, 503-429-7105, leetorger@yahoo.com OR. 201099



1970½ Falcon. Prof. built 429 ci stroked to 501 ci prof. built C6. Edel. 7566 Manifold, 60675 heads, Comp Cam 34-000-9 roller, FPA headers, MSD Atomic EFI. PS, Front disc, fabricated 26 gal. fuel tank, 31 spline Strange axles, N case 3.50:1 Detroit Locker, Lokar floor shifter. Original paint, some dents, scratches and surface rust. 15" wheels, new tires 225/60x15 frt, 275/60x15 rear. USB audio, plus some misc new parts. May-June 2016 Fairlaner. \$22,500 OBO, jwreese@tranquility.net, 573-864-3153. MO. 201219



PARTS FOR SALE

Koni road-racing shocks for 1963-65 Falcon V-8 application. I have four fronts and two rears, either brand new or rebuilt to new by Koni and placed on the shelf, still in the box. These are adjustable and will make your Falcon handle great. No longer available from Koni. Sold in pairs. \$100 per shock. Mike Durhan, mddurhan17@gmail.com. AL. 201220

All side moldings for a 1963 Ford Falcon Sprint, fits two-door hardtop and convertible, front fender arrow moldings NOS, rest fully refurbished; NOS two speed wiper switch for 1964-65 Falcon. NOS instrument panel bezel for 1967 Falcon as well as refurbished one. Kilometer Canadian speedometer for 1967 Falcon. 1967 Falcon Headlamp doors, left and right, NOS; also NOS 1967 Falcon grille with slight shelf wear but never installed. All side moldings for 1967 Falcon Sport Coupe and Futura. Hood lip molding for 1967 Falcon Futura, beautiful condition. Several sets of all dash bezels, four to a set, for a 1964 Falcon Sprint (NOS) as well as refurbished, also several sets fully refurbished and available for a 1965 Falcon Sprint. NOS rear backup light kit for 1963 and 1964 Falcons. Many grille assemblies, not NOS but better than driver quality, for 1965 and 1967 Falcons. Please inquire for pricing, many more pieces not listed as I have 30+ year collection. All prices subject to actual shipping costs, with long side moldings shipped in plastic tubes to avoid damage. Please inquire for your needs. All parts situated in Southern California and shipping charges are actual, no markups. Insurance available at buyer's expense, if requested. Side moldings, due to their length, will be shipped in plastic tubes to avoid damage. Please contact me, Voltaire A. Gomez, at voltairegr@yahoo.com. 210103

1964 Falcon convertible parts, stored inside for 28 years. Hood and trunk lid, \$300. ea., both excel. Chevrons, \$150 pair. Heater controls with cables, \$50. Taillight bucket, \$75. Set of 14" wheel covers, \$100. Hinges for doors, hood, trunk, \$25 ea. Front bumper brackets excel. \$240., Rear bumper bracket, \$50; rear view mirror, \$40. Hood ornament, \$40. Convertible top pump/motor, \$125. Front arm rests, \$60. pr. Horn ring, \$25. Radio (core), \$25. Chrome pcs. (six) for front fenders, \$125. Prices OBO plus shipping. Call or text Jim, 865-406-5055 or glwthompson@bellsouth.net. TN. 201229

1963 Sprint air cleaner, needs re-chroming, \$100. V-8 exhaust manifolds, \$175 pair. NOS C-DF-13206-B parking lamp body, \$115. 6000 rpm Mustang rally, pac tach, not tested, \$100. New 15" wood and aluminum steering wheel, three spoke Cobra slotted frame, center hole 3 1/2", nine-rivet holes, strong Mota-Lita France SA, NOT Moto-Lita England, \$300. Bare top loader narrow bolt front case, \$200 Galaxie Borg Warner four-speed case and most parts, \$250. Parts for most Ford models including trucks. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA. 201299

1960-65 Falcon parts including chrome, doors, hoods, fenders, taillights, door hinges, window cranks, very nice grille for 1965 Mercury Caliente, tailgate with chrome for 1965 Mercury Comet, and many other items. Bob, 806-683-3550. TX. 210199

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set. 1962-63 hood scoop excellent used condition, \$200; 1963 "deluxe" fender spears, (not Futura) three sets, \$95-195 per set. 1962-63 fender top ornaments, restored, \$75-100 per pair. Two 1960-61 Comet dash clusters, nice chrome, original and complete, \$195 each. 1963 Comet/Falcon convertible top bows plus pump (header bow lathes), \$495. Convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible "belly pan" set up for bucket seats /console, \$295. 1963-65 convertible bucket seats, need complete restoration, \$600. 1960-65 pedal sets, complete with bracket and hardware, \$195. 1960-65 V-8 motor mounts: frame mounts, bolts, "C" brackets and heat shields \$200, eight piece set. '63-65 V-8 exhaust manifolds, no cracks, \$180 per pair. Five-bolt 14" stock Falcon/Fairlane wheels, \$70 each, set of five for \$300. Four-bolt 13" wheels, \$25 each, set of five for \$110. '60-65 Falcon jacks, restorable, \$100 set of four pieces. 1960-65 four-door sedan doors, stripped or complete, no rust, \$100-200 each. 1960-65 Station Wagon tailgate cranks, good used condition, new keys up to NOS, \$250-490. 1964-66 Wagon/Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper change-over from vacuum, a set of motor, mount, wiper transmission, linkage, bezels, \$250. 1965 two-speed wiper conversion, wiring harness, switch/bezel motor/bracket, tested and working, \$295. One 1966-70 trunk lock complete, nice chrome, all attaching parts with Falcon keys, \$125. 1966-67 trunk lid, has a few dings, but solid, \$150.

1968-70 LR taillight surround, excellent used condition, \$95. 1968-70 taillight lens, excellent used condition, \$50. 1970 1/2 Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same, \$200. Front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300. Dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210122

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible--no engine, transmission, or rear end. V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. Thanx for driving a Falcon! 210118

Used Performance Radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$110; Ring and pinion gear set for 8.7 Ford rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Thank you. Chris Parsons, indeoconfidimus@gmail.com. NJ. 201217

\$500 takes all: from 1961 Falcon two-door wagon: three window regulators plus back tailgate glass and regulator, grille, back seat, drivers front fender, hood plus hinges, motor mounts, some interior trim, glove box door, dash stainless trim and six headliner bows. Jerry, TEXT 530-720-1590 or jhoyt@chicousd.org. Chico, CA. 201207

If you are looking for parts for 1960-65 Falcons, give me a call. I have chrome, doors, fenders, hoods. I also have a very nice grille for a 1965 Mercury Comet and lots more. Bob, 806-683-2550. TX. 210199

Various years Falcon sheet metal available, inquire, 1963 and 1969 Falcon headlight bezels, \$65 each; '69ish grille, \$40; various Falcon taillight housings, \$25 each; 1961 F250 "roadster" non-op parts truck, \$1,100; 1965 F100 alum grille, \$20; two-bbl Motorcraft carb, \$20; four-bbl Holley 7002-1 spreadbore carb, \$40. Jerry, TEXT 530-720-1590 or jhoyt@chicousd.org. Chico CA. 201207

Bracket to mount 1964-65 console to transmission hump, \$75. 740-312-3156 or email thesickles1@gmail.com. OH. 201207

NOS parts: C0DF-13206-B, front park/turn signal lamp housing, \$100. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DZ-1126-B, rear brake drum, \$130. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$30. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Many more parts available. Keith Litteken 314-480-2556 or kslitteken@aol.com, MO. 210118

The following are from an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK Carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block, \$85. Four-blade radiator fan C2OA-8600-B, 17-1/2" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$55. Generator Assembly C2OE-10039, unrestored, includes generator core, flexible shield and brackets \$190. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Thank you. Chris Parsons, indeoconfidimus@gmail.com, NJ. 201217

PARTS WANTED

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. Phone 314-480-2556 or kslitteken@aol.com. 210118

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- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. August 20 is the deadline for the October issue. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

1994 National Photo

On page 7 of last month's issue, we asked our readers to let us know the year and location of this sign. We received two responses. Paul Leonetti (FCA #1682) and Phil Warren (FCA #) both knew the correct answer.

The photo was taken at the 1994 National in Valley Forge, Pennsylvania where Paul says the "Keystone chapter put on a terrific event that year!"

Thanks Paul and Phil. It's great to hear from our readers.

—Editor



Fan Shroud

I have encountered cooling on Ford cars since the 1950s. I even bought a new Thunderbird that Ford factory engineers could not cure from over heating. They finally replaced the entire engine and cooling.

I currently have two 1968 Mustang convertibles; one is a 289 the other a 302. They ran hot! I have a restored Ranchero-260 V-8; it ran hot.

The cure for the Mustangs—a three-core radiator-correct pressure cap, fan shroud, and overflow recovery. The cure for the Ranchero, much more simple. Correct pressure cap, fan shroud, and overflow recovery. NO MORE PROBLEMS! THE FAN SHROUD IS THE ANSWER.

I might add that I lived in Phoenix, Arizona. It does not get hotter. I now live in Southeastern Oklahoma, 95 miles from Dallas, Texas. NO HEATING PROBLEMS.

—Leah Riddle

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JANUARY 2021

THE NATIONAL *Falcon* NEWS
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



January 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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